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MINUTES OF A MEETING OF THE
NORTHERN ALBERTA DEVELOPMENT COUNCIL
JUNE 24, 25, 1975 - SPIRIT RIVER

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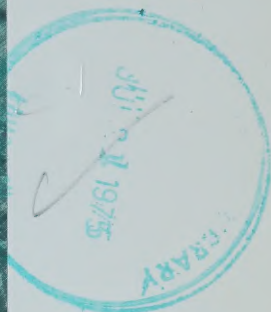
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Minutes Of A Meeting of the Northern Alb
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MINUTES



JUNE 24-25, 1975

SPIRIT RIVER

Alberta
NORTHERN ALBERTA
DEVELOPMENT COUNCIL

Minutes of a Meeting of the
Northern Alberta Development Council
June 24,25, 1975 - Spirit River

I. In Attendance Were:

Northern Alberta Development Council

Chairman: Honorable Robert Dowling, Minister, Business Development & Tourism
Area 1: Robert Duncan
Area 3: John Porozni
Area 4: Ike Lawrence
Area 5: Len Pelland, Jr.
Area 6: Jim Fletcher

Absent were Mrs. Bertha Clark (Area 2) and Mr. Dennis Olson (Area 7)

Business Development and Tourism

M. Elden Schorn, Executive Director, Northern Development Group
Richard Paley, Executive Implementation Officer, N.D.G.
Kathy Sauder, Steno, Peace River Office, N.D.G.

Peter Walls, Travel Alberta

Jim Wright, Regional Services Branch
Deane Toews, Regional Services Branch

Transportation

Murray Kehr, Construction Branch

II. Briefs Were Presented By:

1. Harold Cunningham, Fairview
"Fairview and District Airport Committee"
2. Frank Lambricht, Tangent
"Request for Road between Tangent and Grimshaw-Peace River"
3. H. Turner, Worsley
"Financial Assistance to Ensure Maintenance of Grades 11 & 12
in Worsley"
4. Joanne Savard, Jean Côté
"Providing Adequate Water Facilities"
5. Harold Peterson, Fairview
"Proposal for Campsites at Stoney and Motto Lakes"

The meeting was called to order at 7:00 p.m. with the Honorable Robert Dowling, Minister of Business Development and Tourism, in the chair.

1. The Chairman introduced the Council members and the staff present from the Northern Development Group. The role of Council was discussed and the method of processing briefs was explained.
2. Mayor John Ternoway of Spirit River brought greetings from the Town to the Northern Alberta Development Council, and hoped for a successful meeting.
3. The meeting was opened for the presentation of briefs:

Brief 131: Fairview and District Airport Committee

Submitted by Harold Cunningham, Fairview. It was MOVED by Len Pelland, SECONDED by John Porozni that Council accept this brief for consideration.

CARRIED

Brief 132: Request for Road Between Tangent and Grimshaw-Peace River

Submitted by Frank Lambright, Tangent. It was MOVED by Bob Duncan, SECONDED by Jim Fletcher that Council accept this brief for consideration.

CARRIED

Brief 133: Financial Assistance to Ensure the Maintenance of Grades 11 and 12 in Worsley

Submitted by H. Turner, Worsley. It was MOVED by Len Pelland, SECONDED by Jim Fletcher that Council accept this brief for consideration.

CARRIED

Brief 134: Providing Adequate Water Facilities

Submitted by Joanne Savard, Jean Côté. This brief was sent directly to the Northern Development Group, rather than being presented at the Council meeting.

Brief 135: Proposal for Campsites at Stoney and Motto Lakes

Submitted by Harold Peterson, Fairview. It was MOVED by John Porozni, SECONDED by Bob Duncan that Council accept this brief for consideration.

CARRIED

4. Other matters of local concern were discussed informally by Council and various members of the audience.
5. The Chairman thanked those who presented briefs and the Town of Spirit River for the hospitality shown to the Northern Alberta Development Council and other officials of the Government of Alberta.

The session adjourned at 9:30 p.m.

The Honorable Robert Dowling, Chairman, called the meeting to order at 7:15 a.m.

1. It was *MOVED* by Ike Lawrence, *SECONDED* by Len Pelland that the Council adopt the minutes of the Athabasca meeting.

CARRIED

2. A number of Council members commented on the meeting with Premier Lougheed, generally agreeing that they were pleased with the way in which the Premier listened to their views.

Mr. Dowling mentioned that the Opportunity North Conference to be held in Peace River November 25-29 will present a good opportunity to observe what the Northern Alberta Development Council will become.

3. Northern Development Act - Proposed Revision: A letter was read concerning the Act from Mr. Elliott, Department of the Attorney-General.

It was *MOVED* by J. Fletcher, *SECONDED* by Len Pelland that an open invitation be extended to all M.L.A.'s for future Council meetings, and a special effort made to provide travel arrangements, etc. for two or three selected M.L.A.'s of the district.

CARRIED

Regarding the Northern Development Act, it was mentioned that there is a need for amendments.

It was *MOVED* by Bob Duncan, *SECONDED* by Ike Lawrence that a draft showing revision be compiled, and that Section 8 of the present Act be altered to read "may" in lieu of "will."

CARRIED

4. The Council reviewed the responses from government departments to briefs which had been presented at the Athabasca meeting held May 24, 1975.

Brief 118: Town of Athabasca-Roads, Bus Service, Airports

It was *MOVED* by Len Pelland, *SECONDED* by Ike Lawrence that a document be submitted to the Provincial-Municipal Finance Council summarizing the variety of financial problems encountered by municipalities in Northern Alberta. Also, that a meeting be arranged between the Council and the Provincial-Municipal Finance Council to discuss areas of mutual interest.

CARRIED

The responses from Municipal Affairs and Transportation were reviewed. It was suggested that the response from the Department of Transportation be directed to the originators of the brief.

Brief 119: Farm Housing - Town of Athabasca

It was *MOVED* by Len Pelland, *SECONDED* by John Porozni that the response from the Department of Agriculture be forwarded to the Reeve of the County, to be followed by a letter from the Housing Corporation, when received, with copies of the letters to the Honorable Bill Yurko, Minister of Housing.

CARRIED

In sending this information, advise that Council has written to the Alberta Housing Corporation Minister, giving its strong support to Mr. Yurko's efforts to have the national housing act amended to permit provincial guarantees in lieu of clear title.

Brief 120: Road to Baptiste Lake

It was agreed that the Minister of Transportation be advised that the Council has had considerable concerns expressed regarding Baptiste Lake and its lack of a secondary highway. This situation exists in many other areas of the province. Transportation should

investigate this problem and make some response to the people of Baptiste Lake.

It was also suggested that the Minister of Parks, Recreation and Wildlife and the Minister of Transportation make a joint decision to work out a reasonable solution for the purpose of improving these road conditions.

It was *MOVED* by Jim Fletcher, *SECONDED* by Len Pelland that a letter be written to Mr. R. Cronkhite, Assistant Deputy Minister, Alberta Transportation stressing the distinction between a local access road to private cottage sites and a road that has been spliced into by commercial users.

CARRIED

Brief 121: Highway - Secondary Road 18

It was *MOVED* by Bob Duncan, *SECONDED* by John Porozni that the response be sent to the originators of the brief.

CARRIED

Brief 122: Baptiste Lake

Council directed that the responses be directed to the originators of the brief.

Brief 123: Calling Lake Community

It was *MOVED* by Bob Duncan, *SECONDED* by John Porozni that Transportation investigate this problem and inform the town of their findings.

CARRIED

On-going followup will be undertaken with the community.

Brief 124: Blue Quills Native Education Council

Council was informed that each student has been provided with an amount for tuition, living allowance and overhead cost, granted to the program for Advanced Education.

Briefs 125 and 126: Health Facilities

It was *MOVED* by Ike Lawrence, *SECONDED* by Len Pelland that the response received by Council be forwarded to the Joint Planning Committee, the Municipal Hospital and the Athabasca Chapter of AARN.

CARRIED

It was *MOVED* by Len Pelland, *SECONDED* by John Porozni, that a letter be sent to the Minister and Dr. Bradley indicating that a review of the present program for hospital care in rural Alberta is warranted. If there is no policy available for reviewal by the government, then it is recommended that such a policy be formulated.

CARRIED

Brief 127: Lac La Biche Rural Economic Development

It was *MOVED* by Len Pelland, *SECONDED* by Ike Lawrence, that the response received from Parks, Recreation & Wildlife be forwarded to the originators of the brief.

CARRIED

Brief 128: Athabasca Association for Children with Learning Disabilities

It was *MOVED* by Bob Duncan, *SECONDED* by Jim Fletcher that the response received from Education be forwarded to the originators of the brief.

CARRIED

Brief 129: Athabasca Housing Shortage

It was *MOVED* by Bob Duncan, *SECONDED* by John Porozni that the response received by Council be forwarded to the originators of the brief.

CARRIED

Brief 130: Athabasca Pelleting and Cubing Ltd.

It was MOVED by Bob Duncan, SECONDED by Ike Lawrence that the response from the Department of Agriculture regarding this item be forwarded to brief originators.

CARRIED

5. *It was MOVED by Ike Lawrence, SECONDED by Jim Fletcher that Mr. Schorn, or some other member of the Northern Development Group, be recommended to the Recreation Committee as an appointee to the committee to have some involvement in what is transpiring.*

CARRIED

6. Location of Fall Meetings

It was MOVED by Bob Duncan, SECONDED by Len Pelland that the next meeting be held in Wabasca in September.

CARRIED

The possibility was mentioned of having closed meetings every other month rather than an open meeting each time. Council could receive briefs and spend the next day at a closed meeting, such as is now being done. The next month, briefs would be dispensed of at the first meeting, and the Northern Alberta Development Council and Northern Development Group discussed the following day.

It was also suggested that there be a closed meeting in August at Wood Buffalo National Park, and that council speak with the Parks Canada representative. The Honorable Mr. Dowling advised Council to think of ways to make the Opportunity North Conference successful, and bring their ideas to the August meeting.

7. Murray Kehr, Department of Transportation, gave a report as to how priorities are decided concerning the improving and building of roads in Alberta. A copy of his talk is contained in Attachment I.
8. The meeting was adjourned at 10:05 a.m.

ATTACHMENT I

TALK GIVEN BY M. KEHR, ALBERTA TRANSPORTATION

Department of Transport Report - Mr. Murray Kehr

How Priorities are Determined:

1. Existing Use of Highways - e.g. Highway 16 carries 17,000 vehicles every day of the year. This type of highway is more important than a secondary road.
2. Accident Rate - Safety is a top priority item.
3. Protection of Existing System - Millions of dollars invested in the present highway program would be lost if these roads were not upgraded.
4. Locating Priorities of Stage Construction - A road must be paved no later than three years after it is based. Thus, these roads are completed before a new project is launched.
5. Provincial and Regional Development - Roads involving industrial and tourist traffic receive priority.
6. Political Input - What do the people want?
7. National Concerns - Capability of highway road building construction industry.
8. Budget - Government has to be responsible in times of inflation - has to be a lid on the amount of money spent.

Most of the money is spent in cities. Secondary road priorities are determined by the input from Councils, M.D.s and Counties.

Questions from Council Concerning Priorities

What sort of public input goes into the deciding of five-year priorities? Chambers of Commerce, MLAs and the Northern Development Council.

Since Northern Development represents the north, shouldn't they have considerable say into the deciding of highway priorities? Doctor Horner is changing the department of Transportation and a policy group is taking the responsibility of sorting out priorities.

Mr. Kehr mentioned that more public participation is needed. It is important to have meetings with the various chambers of commerce to help locate where the problems lie. Various points are brought out in reply to presenting a priority situations - e.g. the Northern Transportation study is not factual.

What kind of documentation is required when the Council submits priorities to the Department of Highways - Are our views wanted as well as factual background material?

When establishing priorities to pave or upgrade a highway to a Number 1 highway, shouldn't it be taken into account that 2/3 of the province is above the Highway 16 line? Yes, decentralization of road construction is required.

How do we get this established as a policy? Should we make a strong presentation of some areas of Northern Alberta that need Highway construction? Can we make some strong recommendations regarding lake roads in Alberta? - Do it as a package, and not as a single item.

Is there a shortage of materials? Yes, gravel and gravel trucks especially.

Does what this Council says prove influential? Yes, but something additional should be done in the way of a summary document at the end of the year, besides the briefs.

It was mentioned that the policy branch should spend time with the council.

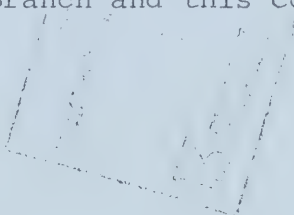
Is there any hope to develop a major branch of the Department of Highways in the north country? (Decentralization.)

Yes, it needs to be decentralized.

There should be a regional administrative system for highways where there is a major residency in regions.

There has been a proposal to improve the Alberta Transportatic facilities. Considerable input has been received regarding policy development and priority recommendation in this county.

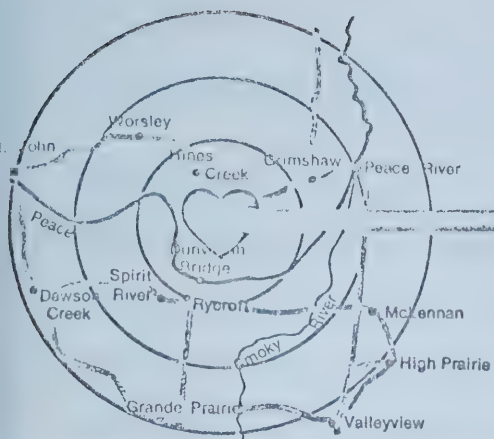
It was proposed that a meeting be arranged in September between the Policy Branch and this Council.



ATTACHMENT II

BRIEFS

BRIEF
131



TOWN OF FAIRVIEW

AREA CODE 403 — 835-2033

P.O. BOX 730

FAIRVIEW, ALBERTA
T0H 1L0

ADDRESS CORRESPONDENCE TO: THE SECRETARY-TREASURER

A
BRIEF
PRESENTED
TO
THE
NORTHERN
DEVELOPMENT
COUNCIL

BY THE FAIRVIEW & DISTRICT AIRPORT COMMITTEE

JUNE 24, 1975
Spirit River, Alberta.

"THE HEART OF THE PEACE"

June 23, 1975

Northern Development Council-

Gentlemen:

Fairview is in an enviable position geographically, being in a fair weather corridor. We often have clear weather when surrounding airports are closed to traffic. It is on a crosspath of Edmonton to Ft. Nelson and Alaska; Dawson Creek to Peace River.

We have a budding commercial and industrial industry, with an Agriculture centre radiating from the college, a vital and growing gas production field and plant; a possible hydro-electric dam; countless possibilities from the iron ore and coal deposits; a possible center when the Artic Gas line is laid on proposed right-of-way which would be 16 miles east of Fairview.

At present we have a paved 3000 ft. strip with good, low level approaches with no obstacles. We have the land for extending the runway and up-grading the airport with hangers, car and plane parking to D.O.T. approved specifications to commercial standards.

It is desirable that Fairview have a 5000 ft. landing strip with approved lighting with a hi-power navigation beacon in order that Incoming or Passing traffic could stop for business, fuel, recreation or rest with confidence they could depart when desired- having few weather restrictions.

It is desirable to have a scheduled commercial carrier serve the district to carry the visitors and travelling public.

A paved, lighted 5000 ft. strip would accommodate much larger, faster aircraft. It would encourage company and private traffic of all classes of aircraft to help develop our district. It would encourage

company and private traffic of all classes of aircraft to help develop our district. It would encourage a base operator with repair and training facilities to locate here.

Control of the airport is centred on a Board of Directors composed of Municipal District, Town Council, Chamber of Commerce, Flying Club, and citizens at large, encouraging continual growth while serving all factions concerned.

Gentlemen, we ask your assistance to help us achieve this development in the near future. Our immediate need being lights for the present runway and the balance following in orderly fashion.

Respectfully Submitted

Fairview & District Airport Committee
for and on behalf of

Town of Fairview
Municipal District of Fairview #136
Fairview & District Chamber of Commerce

H. B. Cunningham
.....
Chairman - Harold Cunningham

Fairview Municipal Hospital District No. 59

Area Code 403 - Telephone 835-2201

FAIRVIEW, ALBERTA

June 24, 1975

Mr. L. Chorney
Municipal Administrator
Town of Fairview
Fairview, Alberta

Dear Sir:

Further to our conversation concerning the lack of airport facilities to service air ambulance flights to the Fairview Municipal Hospital.

In recent years our medical and hospital technology has increased to the extent that not all hospital can care for every case that is brought to its doors, therefore a complex system of referrals has been arranged. We can now arrange for trained teams of Medical Specialists, Intensive Care Nurse, and Respiratory Technologist from the University Hospital to provide the specialized support that many of our patients require in transporting them to the city hospitals.

In order to do this on a twenty-four hour basis requires lights and a beacon at our local airport. This matter has been discussed in detail by the board and Medical Staff of this hospital and I have been directed to contact you to urge your council to do every thing in its power to provide for this very necessary service.

Thanking you in advance for your consideration of this matter.

Yours truly,



W. J. McGregor, Administrator

WJM:ham

BRIEF

132

Presented by Mr. Frank Lambright, TANGENT

The people of North Tangent have requested for the last number of years a road between Tangent and Grimshaw - Peace River.

We have the support of the Peace River Regional Planning Commission as well as the I.D. #19 Advisory Committee, both of which have requested the Minister of Transport to complete this link.

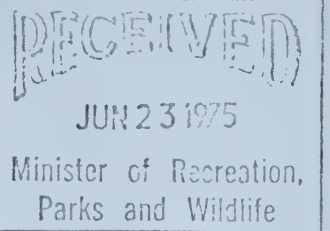
The people in the area feel very isolated from dental, medical and agricultural services which are located in towns which are within sight our homes but are one hundred and more miles away by road.

Since it is one of the aims of the Northern Development Council to relieve isolation where possible, we respectfully request you to give us all the help you can in obtaining this link.

BRIEF

134

Jean-Cote, Alberta
TOH ESO



The Hon. Al Adair, MLA
Legislative Building
Edmonton, Alberta

Dear Mr. Adair;

In as much as you have been Minister for the Development of Northern Alberta until very recently, and in the hope that you are still interested in any and all developments in this area, I wish to bring the following proposal for your consideration.

As I have explained in the enclosed project, I reside in the hamlet of Jean-Cote. Following several meetings and discussions with the townspeople I have compiled this project and am hoping to gain your attention and support to help our community in Producing Adequate Water Facilities.

Would you kindly contact me at your earliest convenience, and let me know your decision and ideas concerning this project.

Thanking you for your attention to this matter, I remain,

Sincerely yours,

Joanne Savard

Joanne Savard

Encl: Two copies of project

Box # 134

P.A.W.F

P: PRODUCING

A: ADEQUATE

W: WATER

F: FACILITIES

ACKNOWLEDGMENT

My gratitude goes to the following people for their help and time in the completion of this project. Without their help, this project could not have been accomplished.

Mr. Denzil Garrett My Social 30 teacher for devoting his time and advice in the completion of this project. Without his supervision, P.A.W.F could not have been attained.

Mr. Len Pelland of Danbrook and Pelland-- Plumbing and Heating

Mr. Pelland provided P.A.W.F with the costs of the materials and labour which will be needed in P.A.W.F.

P.A.W.F.
Producing Adequate Water Facilities

PREFACE

The hamlet of Jean-Cote is situated 35 miles south of Peace-River and 7 miles west off the main highway no. 2. The hamlet has two stores: One general store and one confectionery. There is also a church, a school, a post office, and an outdoor skating rink. With the families living in town the present total population is 52.

For many years the community of Jean-Cote has been experiencing drawbacks concerning adequate water facilities. Eversince the existence of the town, the townspeople have had to devise their own means to get water from surrounding dugouts and fill their cisterns. This went on throughout the years until in 1972 a dugout was situated on the outskirts of town to accommodate the whole of the community. This was of course an improvement for the townspeople for they now did not have to travel as far to haul the water to the storage cisterns in each of the homes.

It is very inconvenient for the townspeople to go from their homes to the dugout and bring the water back to their homes in order to refill their cisterns when they run out of water. This process is most inconvenient particularly during the winter months when it is cold and the machinery do not function properly.

The problem we are now experiencing is that there are no direct connections from the homes to the water supply which is this dugout on the outskirts of town.

Not every individual owns their own truck especially equipped for hauling water. This means that they have to pay for having the water brought to their homes. This also means that the individuals owning water trucks are more or less restricted to stay in town in case someone runs out of water.

Problems are also encountered concerning the storage cisterns in each of the homes. After a length of time, the cisterns have to be cleaned out. Even if the water is fit for human consumption, it gets dirty from the tanks on the water trucks and when we remove the covers from the cisterns to refill them, foreign matter falls and/or jumps in.

(c) Cross

This of course makes it very unhygienic for a drinking water reserve.

Further after a period of years, the cisterns corrode or crack. This of course is very costly to fix or rebuild. Also, while the cisterns are being fixed, there is no running water in the household for a length of time.

These inconveniences provide hardships for the residents of Jean-Cote and is resulting in the depression of the community's population. Since the small town lifestyle is so important in maintaining close family ties and freedom from the cities' vicious circles, we are strongly determined to provide adequate water facilities for our town so that we do not have

travel as far to haul the water as there is to the young people in the community to settle down and not immigrate to other centres which offer them these amenities of life. to go from

their homes to the dugout and bring the water back to their homes in order to refill their cisterns when they run out of water. This process is most inconvenient particularly during the winter months when it is cold and the roads may do not function properly.

The problem we are now experiencing is that there are no direct connections from the homes to the water supply which is this dugout on the outskirts of town. Joanne Savard

Not every individual owns their own truck, especially equipped for hauling water. This means that they have to pay for having the water brought to their homes. They also have to pay for having the water brought to their homes. They also have to pay for having the water brought to their homes. They also have to pay for having the water brought to their homes.

The issue of P.A.W.F has been discussed fully and it has become very apparent and vital that improvements should be made concerning Jean-Coté's present water facilities.

ON January 19, 1975, a meeting was held with the citizens of the town present. The issue of P.A.W.F was discussed fully and a plan to eradicate the problem was decided upon by the townspeople. The whole of the community supports the following manner in which the problem is to be resolved.

Firstly, a pressure system must be installed at the present site of the dugout in order to maintain a constant pressure in the pipes which will be leading to each individual home.

Secondly, a main pipeline will have to be laid from the dugout to a main place in town. From this pipeline there will be one auxiliary pipeline which will follow the main street on one side up to the town limits.

The townspeople have agreed that from these mainlines, the pipes and home connections costs will be borne by them.

In order to accomplish this plan, the following will be essential:

1. A Pressure System
2. Electrical on above
3. Trenching, sand, tamping, etc.
4. Pipe and Fittings
5. Home Connections

The following is a detailed account on what has to be done to accomplish the plan for P.A.W.F.

I- Water Treatment Plant

The installation of a water treatment plant will not be necessary because one has already been set up at the site of the dugout in order for the water to be fit for human consumption. This will reduce the cost of our project considerably.

II- Trenching

A trench will have to be dug from the dugout to a central place in town. The length of this trench will be 1200 Ft.[±]

From this trench, one other trench will have to be dug. This trench will branch out from the first trench and will follow the main street on one side up to the town limits. The length of this trench will be 2400 Ft.[±]

III- Bedding

The bedding procedure will be done by laying the pipe on sand. The amount of sand required is 400 cu. vds.

IV- Pipe and Fittings

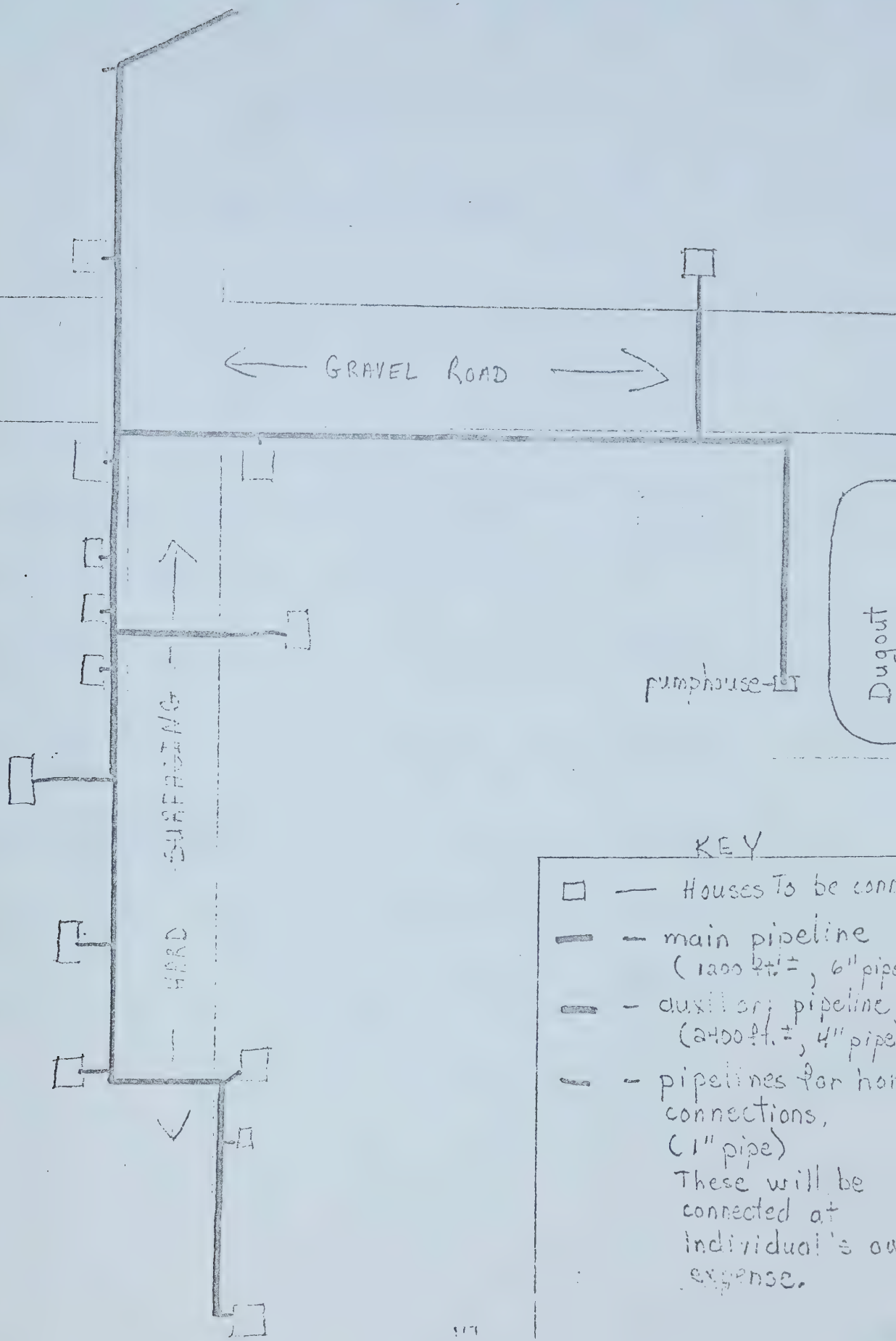
Pipes of 6" in diameter will have to run the length of the main trench from the dugout to the central place. The length of pipe required for this will be 1200 Ft.[±]

Pipes of 4" in diameter will have to run the length of the auxiliary trench meeting up to the town limits. The length of pipe required will be 2400 Ft.[±]

V- Home Connections

Smaller pipes of 1/2" in diameter will be used to bring the water from the main pipelines to the homes. These pipelines will be laid at the individual's own expense.

In order to make the procedures of the plan for P.A.W.F clearer, a map with the layout of the hamlet of Jean-Coté and the dugout site is included. On this map the course of the trenches and pipelines are also included. With this map and key, we hope to present a clearer understanding of the situation.



KEY

- — Houses To be connected
- — main pipeline
(1200 ft. ±, 6" pipe)
- — auxiliary pipeline
(2400 ft. ±, 4" pipe)
- — pipelines for home connections,
(1" pipe)
These will be connected at individual's own expense.

CHAPTER III

Materials, Costs, and Labour

Pressure System..... \$6000.00

Electrical on Above..... \$1000.00

2400ft. 4" C.l.

Water Main \$8400.00

1200ft. 6" C.l.

Water Main \$6000.00

3600ft. Trenching, sand

tamping, etc. \$21000.00

Labour \$16000.00

TOTAL \$58400.00

The main street running from east to west has a hard surface coating. Due to the fact that five trenches will cut through it in order to accomodate the homes on the other side of the street with running water, repairs to the surfacing will have to be administered afterwards. It is hoped that the municipal district will look into this matter.

In order to proceed in L.A.W.F, sufficient funds must be allocated and the total support from the community must be guaranteed.

The latter part has already been attained. With your help and support concerning the funds, a vital and necessary way to Produce Adequate Water Facilities for the hamlet of Jean-Côté will be achieved.

If this project would be accomplished, many advantages would derive from it. These being:

- 1- Better hygienic conditions because water trucks and storage cisterns would not be used thus eliminating the chances of dirt from these tanks or cisterns.
- 2- Freedom for the townspeople. The ones with water trucks would not be restricted so much to staying in town because the hauling of water would no longer be necessary.
- 3- It would also provide a more comfortable lifestyle in town because the worries of how to haul the water in the winter time when the trucks don't start or the worry of running out of water would be eliminated.
- 4- It would certainly be an incentive to the young people to settle down in the community and not immigrate to larger centres. This might lead to the conservation of the small town lifestyle which is becoming more and more important.

Conclusion: c 11

By succeeding in P.A.W.F, it is hoped not only to better living conditions in the hamlet of Jean-Coté but to start a trend in improving the living conditions of all small towns and communities. Many small towns lack these essential basics, and by providing them with these vital amenities, the small town lifestyle would be revived.

It is such a small price to pay for the peaceful and serene way of life which these small towns and communities have to offer in return.

Brief

135-

Dunvegan Fish & Game Association

Affiliated with the Alberta Fish & Game Association

FAIRVIEW, Alberta



May 23, 1973

The Hon. Dr. Allan A. Warrack,
Minister of Lands and Forests
Province of Alberta
Edmonton, Alberta

Sir:

We wish to bring to your attention the potential of a small lake, commonly called Stoney Lake, located some 20 miles northwest of the village of Hines Creek on the north half of section 31 Township 86 Range 3 west of the 6th.

This lake is at the headwaters of the Montague River and is surrounded by Crown land. It is presently too shallow to support fish but a recent construction by a beaver colony raised the water level some three feet. The banks are quite steep and the raising of the water level to even 15 feet would not flood a very great area. A gravelled road constructed by Northern Canadian Forest Industries runs adjacent to the west side of the lake. We feel that this body of water holds considerable promise as a trout producer for our lake-deficient area.

There are presently but two small fishing lakes in this vast area. One of these, Moonshine Lake in the Provincial Park was man made - the other Running Lake, north of Worsley, would seem to indicate the possibilities of Stoney Lake since the surroundings and water shed are similar.

Your assistance in this project is vital and to that end we would be pleased to host you and/or your officers in a tour of this area so that you might gauge the possibilities yourself.

We await your reply.

Yours respectfully

W. M. Peterson, Secretary

"DEFENDING ALL OUTDOORS"

I would venture to say that a start on the project can likely be anticipated for this summer.

February 20, 1975

Mr. Keith Morran
Dunvegan Fish and Game Association
Fairview, Alberta

Dear Mr. Morran:

RE: STONEY-MOTTO LAKE DEVELOPMENT

This letter is to keep your Association up to date on the above noted project.

Preliminary designs and cost estimates have been prepared as follows:

- | | |
|-----------------------------|-----------|
| (1) Stoney Lake | |
| (a) 5' lake level increase | \$243,000 |
| (b) 10' lake level increase | \$341,000 |
| (2) Motto Lake | |
| (a) 5' lake level increase | \$116,000 |
| (b) 10' lake level increase | \$165,000 |

In addition to the above, I would advise that more desirable foundation conditions are evident at the Motto Lake dam site.

I will be conferring further with Mr. F. Bishop, the Regional Fisheries Biologist, in the near future to obtain his views regarding a sport fishery.

After that time our department will be in a position to make a decision on what water elevation basis the development should proceed. The above noted costs and foundation information could be a governing factor.

I would venture to say that a start on the project can likely be anticipated for this summer.

Yours truly, Peace Association

Original Signed By
J. A. NESSMAN

J. A. Nessman, P. Eng.
Regional Administrator DEPARTMENT
Peace River Region

To keep your Association up to date on the project.
JAN/jrs

Cost estimates and cost estimates have been prepared as
c.c. Bill Hrab
Hines Creek, Alberta

c.c. Frank Bishop Lake Increase	\$243,000
Fish and Wildlife Division	\$341,000

(a) 5' Lake level increase	\$110,000
(b) 10' Lake level increase	\$165,000

In addition to the above, I would advise that more desirable foundation conditions are evident at the Mott Lake dam site.

I will be conferring further with Mr. W. Bishop, the Regional Fisheries Biologist, in the near future to obtain his views regarding a sport fishery.

At that time our department will be in a position to make a decision on what water elevation basis the development should proceed. The above noted costs and foundation information could be a governing factor.

Office of
the Minister

207 Legislative Building
Edmonton, Alberta, Canada T5K 2S6

August 28, 1973.

Mr. W. M. Peterson, Secretary,
Dunvegan Fish & Game Association,
Fairview, Alberta.

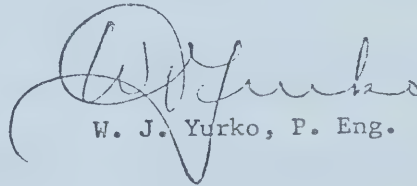
Dear Mr. Peterson:

RE: STONEY LAKE PROJECT

In reply to your letter of August 17th, this is to advise that my Department will undertake the investigations and surveys which will be required to develop a proposal for the above. It is anticipated that a plan for a proposed development will be completed by early summer of next year.

I wish also to acknowledge that we received your petition for this project, which was presented to Mr. Peter Melnychuk of my Department on August 22nd, at a public meeting in Hines Creek.

Yours very truly,



W. J. Yurko, P. Eng.



ENVIRONMENT

Environmental Engineering

403/624-1460, 624-1431

Support Services

Water Resources Management Division

10015 - 101 Street

P.O. Box 1991

Peace River, Alberta, Canada. T0H 2X0

Our File No.: 15726 (I.D. 21

May 10, 1974

Mr. Wally Peterson
Dunvegan Fish and Game Association
Fairview, Alberta

Dear Wally:

RE: Stoney and Motto Lakes

In reply to your letter of April 28, 1974 regarding the above.

Progress to date in so far as our Department is concerned is as follows:

- (1) damsites on both lakes have been surveyed and soil tested.
- (2) lake depths have been determined and water analysis have been made.
- (3) ground control survey has been run into the area which is necessary to tie in contouring from aerial photography.
- (4) this aerial photography is to be done this spring prior to the leaves forming on the trees. A mix up last fall when the photography was planned to be done, necessitated that this part of the preliminary works be held over until this spring.
- (5) Planning for the lake development is currently in progress and will continue on until a proposal is finalized. At present there appears the possibility that Motto Lake may be the most likely to be raised for purposes of a fishery with Stoney Lake being developed for other water based recreational activities. This is in no way decisive at this time.

. . . 2

- (6) Tentatively, a more or less finalized proposal should be prepared by this fall, at which time the results will be made known to your association.

Trusting the fisherman's patience can withhold.

Yours truly,

Jerry
Jerry Nessman

JAN/jrs

Progress to date in so far as development is concerned is as follows:

- (1) damsites on both lakes have been surveyed and soil tested.
- (2) lake depths have been determined and water analysis have been made.
- (3) ground control survey has been run into the lake which is necessary to tie in contouring from aerial photographs.
- (4) this aerial photograph is to be done this fall prior to the leaves falling on the trees. mix up last fall water photography to be done, necessary to do this and preliminary work to be done over until then.
- (5) Planning for the lake development is current progress and will continue on until a proposal is finalized. At present there appears to be that Mott Lake may be the most likely for purposes of a fishery with Stony Lake developed for other water based recreational activities. This is not a decision at this time.

